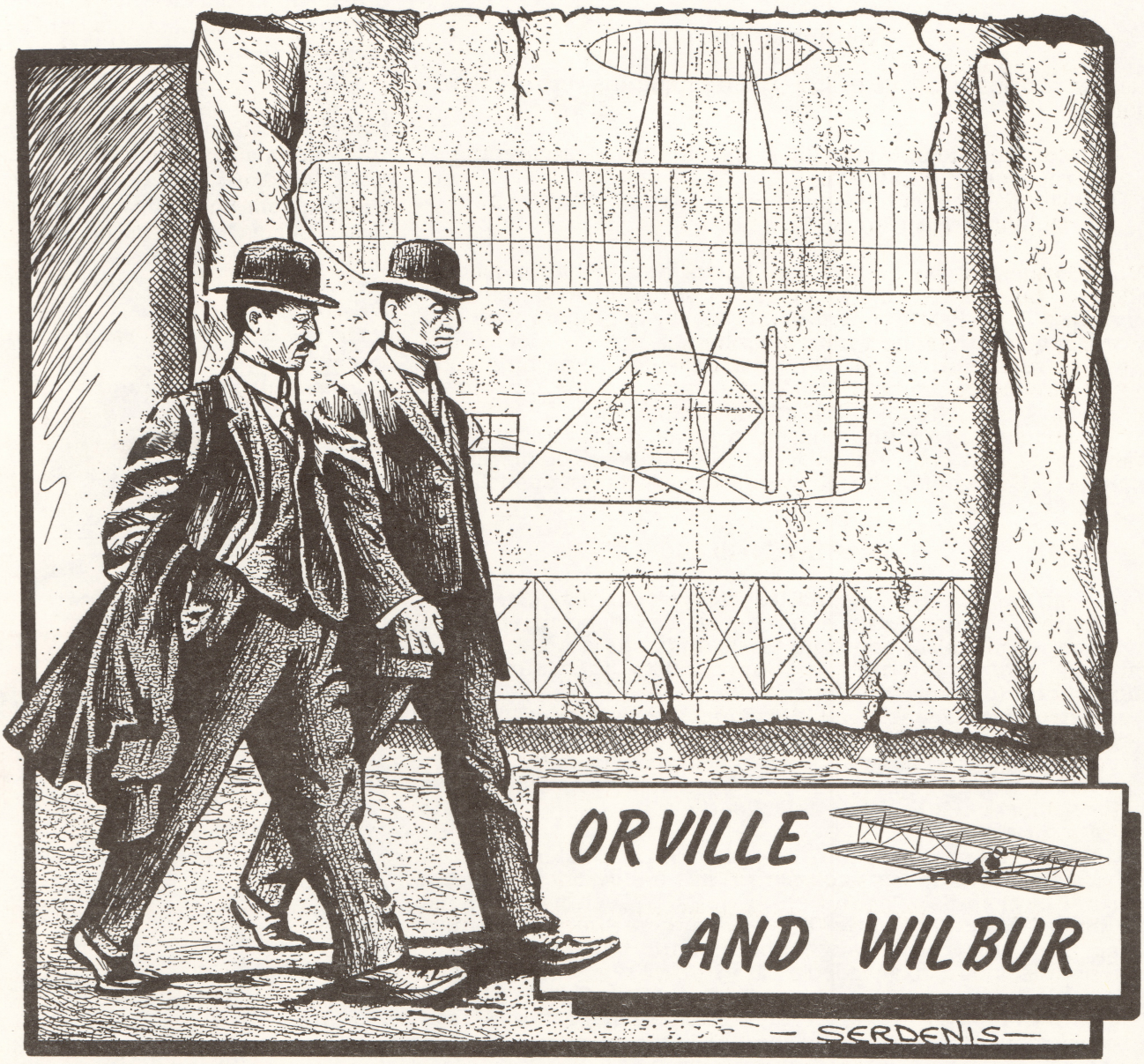
NOVEMBER-DECEMBER 1990
VOLUME 9 NUMBER 6

Yankee WINGS

THE MAGAZINE OF THE YANKEE AIR FORCE



YANKEE AIR FORCE

Also in this issue...

- **Memphis Belle Navigator**
- **The B-29 Story**
- **Roughneck Turned Aviator**

...and more!

Yankee WINGS

Official Publication of The Yankee Air Force ©

INSIDE YANKEE WINGS

Get Involved!

It is part of human nature to seize upon simple answers to complex situations:

~ The Russians, Iraqis, *(fill in the blank)* are threatening the world? Nuke 'em!
~ The politicians have betrayed our trust? Shoot 'em!
~ The Yankee Air Force...?

Aha! So the first two subjects are too far removed for most of us to address, but the YAF is also a complex situation, and this one is ours alone. There is still the human tendency to grab for simplistic answers, e.g., more money, more members, a new slate of leaders, etc. will solve our problems. Why don't *they* do something about them? I can still remember the look of surprise on one of my junior officers years ago, when he realized that *they* are *us*.

Our Treasurer recently reported a small improvement in the money supply, and a new slate of leaders (whom we elected) will soon be installed. But what of the followers - what is their responsibility? I suggest two words:

Get Involved!

If you can't lead a crew, committee, etc. you can *join* one. *Attend* their meetings or work sessions, *ask* questions (if it occurred to you, it probably occurred to someone else), *understand* what is being attempted, *suggest* alternatives if appropriate, then *support* the group's efforts to the best of your ability.

Be constructive. Disraeli said, "It is much easier to be critical than to be correct." No one in the YAF should fear constructive criticism, however, many would agree that we have too much of the negative kind. Where negativism results from ignorance, seek information from those most likely to know, and offer the correct story in rebuttal to the negative rumor.

Be patient. Not only are the YAF's resources limited, but so is our members' time. Obviously each person has a different idea of how much time he or she is able to devote to the YAF. Much of the progress we've made, however, is from the modest contributions of many hands. Sure, a few have caught the zeal and have accomplished much, but also many have faded away - burned out. Remember the tortoise and the hare?

I suggest that our 1991 New Year's resolution be: get or increase our involvement in some part of the YAF, and get or increase our understanding of where our leaders are trying to go. If someone feels they are wide of the track, offer informed suggestions. Then give them your visible support.

~ Jim Hanford

On the Cover: Jim Serdenis captures the likeness of the Dayton bicycle makers who changed the world forever when they made man's first powered, controlled, heavier-than-air flight, December 17, 1903.

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Published bi-monthly for Yankee Air Force, Hangar 2041, A Street, Willow Run Airport, P.O. Box 599, Belleville, MI 48111-0599 (313) 483-4030. Yankee Air Force Inc. is a non-profit corporation organized under the laws of the State of Michigan, and exempt from taxation under IRS Codes Section 501 (C) (3).

Yankee Wings is an official publication of the Yankee Air Force. Opinions expressed within may not reflect the position of the Yankee Air Force or its officers. Copy deadline for the January/February and March/April issues are December 15 and March 1 respectively.

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Navigator of the Memphis Belle reveals the real story

by Chris Lundgren
News Staff Writer

BELLAIRE - "I was a chemistry student at Ohio Wesleyan when the war came along," Bellaire resident Chuck Leighton said. "I had a chemistry exam coming up, and Hitler didn't look half as bad as my chemistry prof, so I decided to join the armed forces."

When Leighton began navigating on the *Memphis Belle* in 1942, he never suspected that three movies and a book would be produced about his crew's experiences. The most recent movie, an action-packed drama entitled *Memphis Belle*, just reached local theatres.

Leighton explained the background of the movie: "When we were getting near the end of our tour, they decided to make a movie of the action over in the Eighth Air Force," he said. "William Wyler was a colonel in the army, and he was in charge."

Hollywood director Wyler, whose credits include the movies *Wuthering Heights* and *Ben Hur*, accompanied *Belle*'s crew on about five missions.

The resulting documentary was an accurate portrayal of the crew and their story, Leighton said.

"It was Wyler's daughter who produced the recent *Memphis Belle*," Leighton said. "She did it in memory of her father."

When asked whether the 1990 *Memphis Belle* production is accurate, Leighton replied, "That wouldn't be the word."

He said "exciting" was a better substitute.

"The movie really scared me. It was more blood and guts and planes blowing up than we actually saw," he said. "We did see that sort of thing, but it didn't all come so fast.

"We were assured, though, that everything that happened in the movie did happen to some crew at some point."

None of the actual crew members' names were used, and apparently, no attempt was made to portray their true personalities.

It was hard for us to judge (the film), because we kept putting ourselves in the roles and saying, 'hey, I didn't do that.'

Chuck Leighton

"I'd say the characters were completely made up," he speculated. "But the setting is just exactly what it was like."

Leighton and the rest of the crew were stationed at Bassingborne, England for about nine months in 1942 and 1943.

Before they left for England, the *Belle* crew gathered in Bangor, Maine and named their plane.

"The pilot said, 'Hey fellas, we've got to figure out a name here,' and of course, everybody wanted to name it for their girlfriends. I wanted to name it Calamity Jane." (His wife's name is Jane.)

The crew finally opted to memorialize the pilot's girlfriend from Memphis.

Leighton recounted some interesting anecdotes which were overlooked by the movie's script writers.

For example, the time when the crew was flying over England after a mission in Europe and the bombardier played a trick on him.

Leighton said he was using the plane's "relief" area, which was on a catwalk directly over the bomb bays. "All of a sudden, the doors opened, and there I was looking five thousand feet down. The wind swept up and almost carried me out."

He returned to his station to tell the bombardier what happened.

"When he saw how frightened I was, he started laughing. I began hitting him and the harder I hit, the louder he laughed. He had opened the doors on me on purpose."

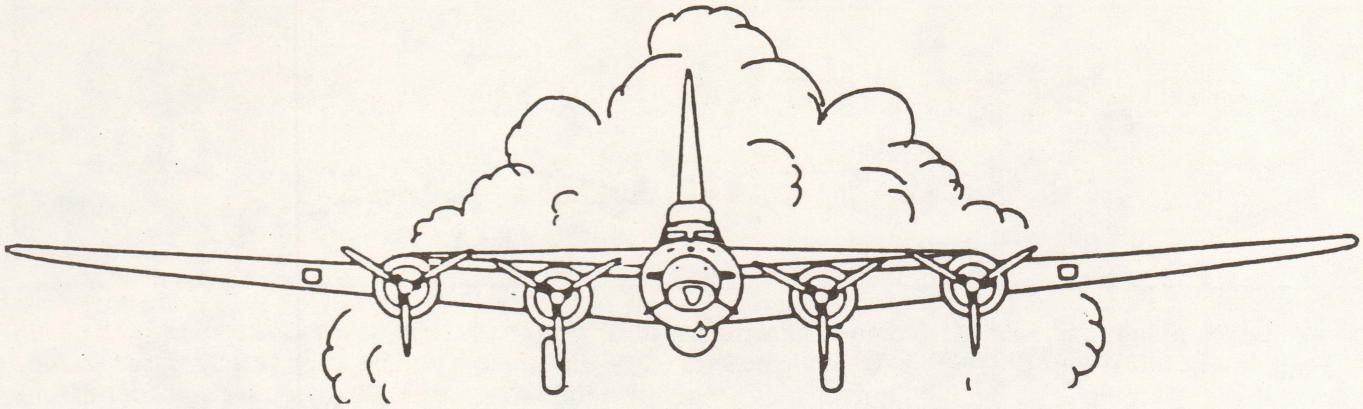
Leighton said he and the bombardier became good friends.

"He was a wild Texan, as we visualize Texans. A very likeable guy," he said.

Another of Leighton's stories which the movie did not include was an incident with his oxygen mask.

"One day, we were in a heck of a fight. Suddenly I sat down and thought, 'Gee, it's a nice sunny day. What are we fighting for?' I happened to look down, and the hose for my oxygen mask had come off.

"The first feeling you get when you lack oxygen is, 'hey, isn't this great.' I'll tell you, I shoved that



in, shook my head and got back to work," he laughed.

Leighton said the first part of the crew's tour was spent experimenting.

"One mission was to try a low altitude attack and surprise them," he began. "We thought they'd all be in bed. Well, we didn't know their beds were right next to their guns. They didn't get any enemy planes up, but they didn't have to, because they did so much damage otherwise."

At the end of the crew's tour of duty, they began a three month "bond tour" in the United States.

"The bond tour was to boost morale, sell bond boosters and war bonds, that sort of thing," he said. "We'd go to different places like Firestone or General Motors and talk to the workers. And we'd go to the different air bases and give suggestions on training."

The crew flew from city to city gaining more fame each place they went.

"I sometimes feel guilty that we were built up as heroes, as though we had done something extra special," he surmised. "The only special thing we did was stay alive."

After the bond tour, Leighton finished his armed services term learning how to be a pilot, and then training others. After the war, he finished college and became a teacher.

Through the years, the crew has gathered for various reunions. Leighton said most of the crew is still alive.

Last year, they were invited to England to meet the actors, director and producers of *Memphis Belle*, as well as provide technical assistance.

Leighton has filled most of a photo album with pictures of the whole group getting acquainted at a party.

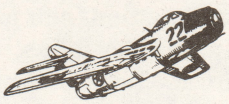
"D.B. Sweeney played my part," Leighton noted, pointing to a picture of the actor and Leighton's wife laughing together.

"The actors were a grand bunch of young fellows," he said. "It was interesting talking to them, and they were interested in finding out what it was really like (during the war)."

When Leighton described his World War II experiences to the actors, he was careful to note the change in attitude from those days.

"I can remember the hate we had for the Germans and Japanese," he explained. "And yet now I realize they felt they were right too. I've gained a respect for them. After all, we didn't have all the white hats."

The above article originally appeared in the *Antrim County News*, published in Bellaire, MI on October 24, 1990. It is reprinted by permission. ✪



The following essay appeared in Frank Harvey's book, *Air War: Vietnam*. He got it from a squadron newsletter in 1966. The actual author is allegedly a fifth-grader in the United States. I wonder what *he* is doing today?

"I want to be a pilot when I grow up, because it's a fun job and easy to do. That's why there are so many pilots today. Pilots don't need much school, they just have to learn numbers so they can read instruments. I guess they should be able to read maps so they can find their way if they are lost. Pilots should be brave so they won't be scared if it's foggy and they can't see or if a wing or motor falls off they should stay calm so they'll know what to do. Pilots have to have good eyes so they can see through clouds and they can't be afraid of lightening or thunder because they are closer to them than we are. The salary pilots make is another thing I like. They make more money than they can spend. This is because most people think airplane flying is dangerous except pilots don't because they know how easy it is. There isn't much I don't like, except girls like pilots and all the stewardesses want to marry them so they always have to chase them away so they won't bother them. I hope I don't get airsick because if I get airsick I couldn't be a pilot and would have to go to work." ✪

The Myths of the Memphis Belle

by Jim Hanford

Mr. Webster has defined "myth" as: "a: a popular belief or tradition that has grown up around something..." Over the years several mysteries have emerged concerning the *Memphis Belle* and her crew. Graham M. Simons listed them in his article "The *Memphis Belle*, Part II", which appeared in the September 1989 issue of the English magazine *Wingspan*.

Other "evidence" notwithstanding, what is currently in the public's mind according to Simons is that the *Memphis Belle:* (1) was the first B-17 to complete 25 combat missions over Occupied Europe; (2) did so with the original ten-man crew; (3) her crew shot down eight enemy aircraft; and (4) flew her 25th mission on May 17, 1943, to Wilhelmshaven, Germany. The majority of this information originally appeared in a small 36-page booklet entitled *Twenty Five Missions*, which was published by the War Department in 1943, when the *Belle* and her crew made a stateside war bond tour. But is this information correct? Anyone attempting to verify it is faced with a tangle of conflicting records, however Simons tried it with the following results:

(1)...was the first B-17 to complete 25 combat missions over Occupied Europe...

Roger Freeman has written that, according to an 8AF press released at the time, the first B-17 to complete 25 missions was *Hell's Angels*, a B-17F in the 358th Bomb Squadron, 303rd Bomb Group, on May 14, 1943, "...although 303rd Bomb Group records indicate that this may have occurred three days later." During the same period nine other B-17s reached the magic number. *Delta Rebel II*, a squadron-mate of the *Belle*, got credit for 25 missions on May 15. Checking official records may not resolve this apparent controversy, however, because of conflicting policies concerning mission credit. Sometimes, for example, credit was given if an aircraft aborted after crossing the French coast.

(2)...did so with the original ten-man crew...

Simons noted that, of the ten men who flew the aircraft to England, one was the Group S-2 officer, who flew few, if any, missions, and flight engineer L. G. Dillon made only four missions before he was transferred. Six different men flew top turret during the *Belle's 25 missions*. All those who returned to the United States in the aircraft, however, had completed 25 combat missions, either in the *Belle* or another aircraft.

(3)...her crew shot down eight enemy aircraft...

Simons uncovered records listing both four and six as the total number. He believes the explanation lies in a 91st Bomb Group revision downward of many gunner claims, subsequent to the *Belle's* departure from England. Also, while over-claiming kills was an acknowledged concern, no kill could be added to an aircraft until it had been officially approved. Apparently kill markings already painted on an aircraft were allowed to remain, even though the total had been reduced in official records.

(4)...flew her 25th mission on May 17, 1943 to Wilhelmshaven, Germany...

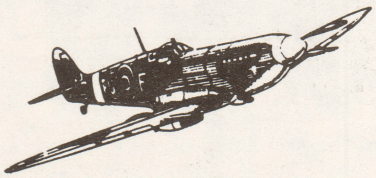
The academy award-winning film by William Wyler centers on a mission to Wilhelmshaven on May 15, and specifically states it is the "25th and final mission of the *Memphis Belle*." Simons included two mission lists, one compiled from official records and

The Yankee Air Force sponsored a B-17 display at the Ann Arbor Showcase Cinema for the premier of the movie *The Memphis Belle* on October 12th. Arrangements were made by **Nancy Lockwood** and **Betty Watson**. Twenty-nine members attended the showing. Pictured with the display are **Grant Martin** in 8AF bomber crew attire, and **Ibstam** and **Bob Johns**. (N. Lockwood photo.)

aircrew diaries, and the other from the War Department booklet. The records indicate that the May 15th mission was the 24th for the crew, and 23rd for the aircraft. The group actually bombed Heligoland that day, because the primary target, Wilhelmshaven, was clouded over. Both tables record the May 17th mission as submarine pens at Lorient on the French coast. While this was the final mission for the crew, the *Belle* flew again on May 19th to Kiel, Germany. A probable explanation for these discrepancies is that the movie was based upon a mission to Wilhelmshaven, which was a German city and had better name recognition.

Simons also cites discrepancies in how many crewmen were wounded, and on which date the crew met the King and Queen, but these had little bearing on the mission record. And even if the *Memphis Belle* was not the first B-17 to complete 25 missions, she was *among* a select group that achieved that goal by June 1, 1943. On that date, Gen. Eaker directed that one aircraft be selected for the bond tour. Simons speculates that the *Belle* was chosen because of vigorous lobbying by Wyler, and the fact that some of her crew had already made a radio broadcast to the USA. So far as the errors in the War Department booklet, someone apparently didn't consult Eighth Air Force records, or decided that the "intact crew" version made a better story.

Whatever the facts may be, the *Memphis Belle* and her crew have a proud record, and any inaccuracies that have been discovered definitely were not their fault. ✪



Roscoe Turner
(1895-1970)

Turner has been described as ... "an imaginative businessman as well as a successful racing pilot,..." With his waxed mustache and powder-blue flight suit, he was one of the most colorful and well-known racing pilots. He set a transcontinental speed record of 10-1/2 hours in 1933, and is the only three-time winner of the Cleveland Air Races (1934, 1938 and 1939). In a Boeing 247-D transport, he and Clyde Pangborn placed third in the 1934 MacRobertson Race from England to Australia.

While flying for the Gilmore Oil Company, which had a lion-head trademark, Turner sold them on a lion cub as his companion. Gilmore the lion liked to fly. The Humane Society required a parachute for him, which was never used. All the hotels gave the pair complimentary suites because of the publicity they generated. After six months Gilmore became too large to fly, but Turner kept him until he died. ✪

The B-29 Story

by Roland Brees

The year was 1939 and the Boeing B-17, which was then considered "fantastic," was being built in limited quantities. The Federal budget for 1940 only called for some 57 planes, none of them the 4 engine variety, because Congress considered them to be "aggressive." The war in Europe was only a few short weeks away when Boeing engineers took their ideas for an improved B-17 to the Air Corps, which was the precurser of the Army Air Forces (AAF).

When the engineers left their meeting, they were shaken because what the Air Corps wanted was not just an improved B-17: they wanted a completely new airplane with unheard of size and capabilities; one that was twice as fast as the B-17; one that had more than three times the range of the B-17; one that would carry more than three times the bomb load of the B-17; and one that would fly higher than the B-17. Thus was set in motion the events that were to tie the Hudson Motor Car Company of Detroit to the Boeing Company in Wichita.

As the thirties drew to a close, the politicians were posturing and making promises of peace, but the military leaders felt war was inevitable. The German war machine was superior to anything else in Europe, and Japan was already waging war in Manchuria. If Europe, including England, were overrun, America would have no bases within bomber range of Germany, and the vast reaches of the Pacific put Japan beyond the range of the B-17 and B-24 heavy bombers. A new long-range, high-altitude, high-speed bomber was needed, and it was needed fast. (Congress, meanwhile, did take steps to beef up the Army and by the Spring of 1940, it became the 19th largest in the world.)

To power the new plane, the Air Corps mandated the new Wright 2,200HP radial engine. When compared to the B-17s 1,200HP engines, the Engineers had almost twice as much HP to work with, but they really needed eight times as much because, roughly speaking, power goes up as the cube of the velocity so twice the speed would require (2x2x2) or eight. In addition, an increase in weight causes an increase in drag which requires even more HP to overcome: so what was wanted was an airplane twice as big as, but with no more drag than, the B-17.

The Boeing engineers took the requirements back to Seattle and the resulting revolutionary design saw an airplane with thin streamlined wings which were longer than the Wright brothers first flight. The wings were designed for high speed, high altitude flying, but they also had the largest wing flaps ever produced up to that time to effectively increase the wing size by one fifth for landing and taking off. (The flaps alone were bigger than the wings on many pursuit planes.)

The fuselage was pressurized in the crew compartment areas, which drove the shape of the fuselage and which required special attention to the armament, ammunition feed lines, and the bomb bays. Reduced drag meant that the high profile gun turrets had to go, and, of course, the well known action films of gunners shooting their 50 cal. machine guns out the open side of the B-17 would be a thing of the past in the B-29. What was used was a General Electric fire control system with remote controlled gun turrets, where the guns were mounted in one low profile turret and the gunner would be in a blister with his sight and gun control handles. As the gunner tracked an attacking fighter, a servo system had a computer which automatically compensated for bullet drop, altitude, outside temperature, etc. The Gun Commander occupied a "barber chair" in the aft gunner's compartment, which he could ride up or down to observe through his top mounted bubble. To either side of the Gun Commander were the side gunners. The aft end was protected by a tail gunner with twin 20MM cannon. The tail gunner's compartment was also pressurized, and he could leave it and come forward when he wanted.

The plane had two bomb bays, one forward and one aft of the Center of Gravity (CG), and when bombs were dropped, the intervalometer would alternate between bays in order to keep the plane on an even keel.

To connect the pressurized cockpit with the aft gunner's compartment, a 34 inch diameter tunnel ran above the bomb bays. While traversing the tunnel the airmen would ride on a "Trolley" somewhat akin to a creeper. Because of the somewhat cramped tunnel, a parachute could not be worn and some nervousness resulted. What if one or the other compartments lost pressure? Would the person in the tunnel be shot out of the tunnel as if out of a cannon? So far as we know, no one ever found out.

In September of 1940, a contract was let for two "X" models (experimental). In June of 1941, production was begun for 14 "Y" models (prototypes) and 250 B-29s. This was 15 months before the first "X" model was flown, and marked a radical departure from normal procedures, which required a new plane to pass rigorous tests before any purchases were made. The Army, however, had a backup plan, which consisted of producing over 100 Con-

solidated B-32 Dominators, which used the same engine but were of a more conventional design. (Only 15 of these ever saw duty.) Much information on the feasibility of large planes came from the Douglas B-19 which was, however, severely underpowered. New plants were built to produce the new bomber, and that included one in Wichita at the location of the Stearman plant which had, by then, become a part of Boeing. The first flight of the XB-29, built in Seattle, took place in September of 1942: the first production model rolled off the line in Wichita in April 1942. Chrysler, GM, Goodyear, Hudson, Briggs, Cessna, Murray, A.O. Smith, and many other firms all over America played a big part in the B-29 production program. Hudson, for example, built nearly half of the 99-ft. fuselage, as well as wing parts. Boeing furnished all manufacturers and subcontractors with master gauges so that all planes and their parts would be built exactly alike whether final assembly took place in Wichita, Marietta, GA, Renton , WA, or Omaha, NE. To make these master gauges required tolerances to the ten-thousandth of an inch. Of 2,766 B-29s built, 70% were built by Boeing, 17% by Bell, and 13% by Martin.

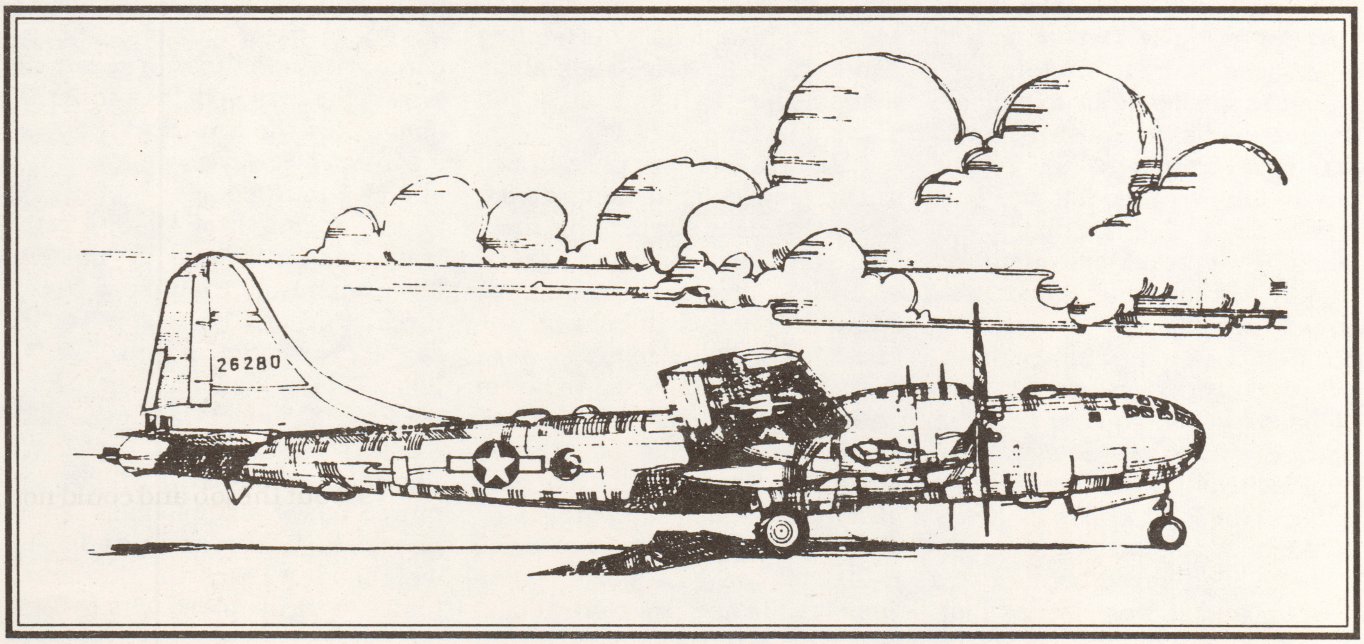
Material shortages threatened to delay, or halt, the production of the B-29. General Marshall appointed General Hap Arnold to head up the production effort, and what became known as the "Battle of Kansas" was begun. General Arnold twisted arms all over the U.S. to keep necessary materials moving, and was successful. Not only were necessary materials made available for production, but everything necessary to launch a successful bombing campaign against Japan entered the military pipeline. For, indeed, the big plane was destined for the Pacific campaign, although the AAF was not above providing Hitler a little heartburn. Prior to their deployment to India and China, one of the planes made a two week tour of the United Kingdom and within an hour after it landed at a base in England a German reconnaissance plane was observed flying over. Pictures later appeared in German publications.

The first tactical mission was flown over Thailand from China on June 5, 1944. The first mission over Japan was June 15, 1944. The first results were disappointing: the high altitude bombing was ineffective, and losses were high. In addition, the bases in China were less than desirable. All gasoline and bombs had to be flown over the "Hump", as the Himalayan mountains were known, and planes required three gallons of gas to deliver four. As islands were captured nearer to the Japanese homeland, airstrips were built on them, and they became B-29 bases.

The results were still less than desirable, and General Curtis LeMay came to the Pacific from Europe to see what could be done. What could be done was to remove all the guns and turrets, except the tail guns, and to make the bombing runs at night from 5,000 to 8,000 feet instead of the 30,000 feet daytime attacks that had been made. In addition, LeMay made extensive use of incendiaries, or fire bombs, which would burn out entire cities and destroy their war making potential.

On August 6, 1945 at 0915 hours, a B-29 from the 509th Composite Group dropped an atomic bomb on Hiroshima. The plane dropping the bomb was named the *Enola Gay* after the plane commander's mother. A couple of days later, *Bock's Car* dropped an A bomb on Nagasaki. Japan surrendered on August 13.

Much has been made of the



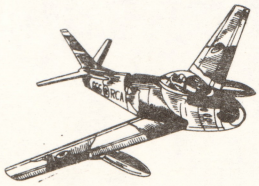
B-29A SUPERFORTRESS - 1943

number of people killed by the A bomb, but while the Hiroshima bomb killed 78,000 people and destroyed 4.5 square miles of the city, a B-29 fire bomb raid on March 9, 1945 destroyed 16 square miles of Tokyo, 16% of all buildings, caused 150,000 casualties, and left 1,000,000 homeless. Nevertheless, that single B-29 was the most destructive weapon system ever unleashed, and the use of the A bomb is credited with ending the war. It has been estimated that if the invasion of the Japanese homeland had gone as scheduled in September of 1945, America would have suffered 1,000,000 casualties, and the Japanese several times that amount.

The B-29 played several roles in peacetime including a weather ship, and it helped perfect in-flight refueling. The last model produced was renamed the B-50, which had 3,500HP Pratt and Whitney engines and a larger vertical stabilizer. It was a B-50 that became the first plane to fly around the world non-stop. During this flight, it was refueled by B-29 tankers. The B-29 was called upon once again in the '50s during the Korean war, and they saw action almost every day. In that war it served as a medium level interdiction weapon. When the communists introduced the MIG-15, the B-29 was felt to be hopelessly outclassed, but these old warhorses shot down 30 fighters while losing 34 of their own.

The last surviving flying B-29 is *Fifi* of the Confederate Air Force.

The above article was originally published in the publication of the Hudson-Essex-Terraplane Club, and was submitted by **Norm Elickson**. It is reprinted with the author's permission. ✪



"KILROY WAS HERE" The Mystery of Kilroy Is Solved!

by Maury Vincent,
Macomb Daily *Editor*
through material written by
Dick O'Donnell
of the Catholic Forester

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He beat me to Fort Custer. And to a U.S. Army Air Corps boot camp in New Mexico. From there he preceded me to a Miami Beach staging area; then to Puerto Rico and Natal, Brazil, debarkation point for our flight to British West Africa (now Ghana). Darned if Kilroy hadn't beaten me there, too - as he did from Accra along the North Africa coast to Egypt and on to Paris.

Every time I turned around, I saw that familiar scrawl: Kilroy Was Here. Who was Kilroy?

I asked fellow members at AmVets Post 29 who served in World War II if they had ever heard of Kilroy.

"Heard of him?" said a retired teacher Bob Lockwood, an infantry officer. "The guy was in every battle we fought."

"Sure, I heard of him," said Guy Brown, a B-24 gunner who was shot down one mission and spent time in a German POW camp. "He was on every mission we ever flew."

I got similar responses from AmVets who fought in Korea and Vietnam.

This Kilroy sure got around.

But how did it all start? I figured some GI had scribbled the words on a latrine wall and the graffiti caught on.

Not so, said Erv Kot, who works in our composing room. And he brought in the *Catholic Forester* to prove it in a story written by Dick O'Donnell.

Kilroy, writes O'Donnell, was a 46 year old shipyard worker from Halifax, Massachusetts. He was married and the father of nine children.

In the Autumn of 1948, he entered a contest - sponsored by the Transit Company of America - to find the person who started the "Kilroy Was Here" graffiti.

The prize was a trolley car, naturally.

For Kilroy, who'd been looking for ways to provide his family a good Christmas, the contest posed a problem. He knew he was the original Kilroy, but what do you do with a trolley car prize?

Margaret Kilroy, his wife, had the answer.

"It would make a wonderful Christmas gift for the kids," she said. "They could use it as a play house."

Thus convinced, James J. Kilroy penned this contest entry:

"On December 5, 1941, I started to work for Bethlehem Steel Company Fore River Shipyard in Quincy, Massachusetts, as a rate setter.

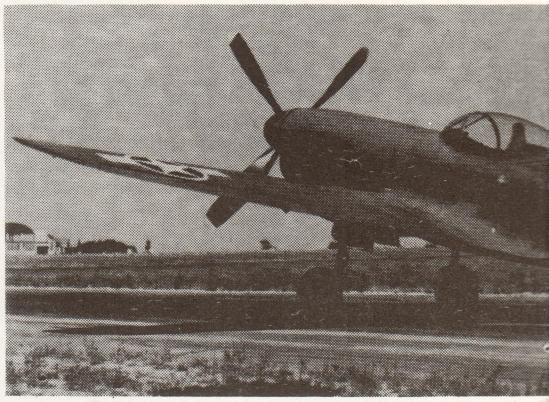
"I started my new job with enthusiasm carefully surveying every inner bottom and tank before issuing a contract. I was thoroughly upset to find that practically every test leader I met wanted me to go down and look over his job with him, and when I complained to him that I had already checked out the job and could not spare the time to crawl through one of those tanks again, he would accuse me of not having looked the job over.

(continued on page 18)

Yankee WINGS

THE PHOTO SECTION

1



More aviation gems from the collection of Steve Hudek.

1 The XP-40Q was a P-40K with wing radiators and a bubble canopy. Only three were built, one of which had clipped wings and became the fastest Warhawk of all, at 422 mph.

2 The O-38 was the last of the Douglas observation biplanes. Some served in the National Guard as late as 1942 in training and tow services.

3 The all-metal Sikorsky JRS-1 had two P & W engines and carried up to 19. Only one remained in service by the end of 1941.

4 The Curtiss YP-37 was an attempt to replace the P-36 radial engine with an in-line type. The fuselage was lengthened, the cockpit moved aft, and side radiators were added.

5 The XP-60 was a P-40 with a Merlin engine and inward-retracting gear. It first flew in September 1941, but the demand for Merlins for P-51s ultimately killed the program.

6 Sikorsky's S-40 was the first American four-engine transport. It was developed for Pan American Airways Caribbean Services in 1932. (PAA World Airways)

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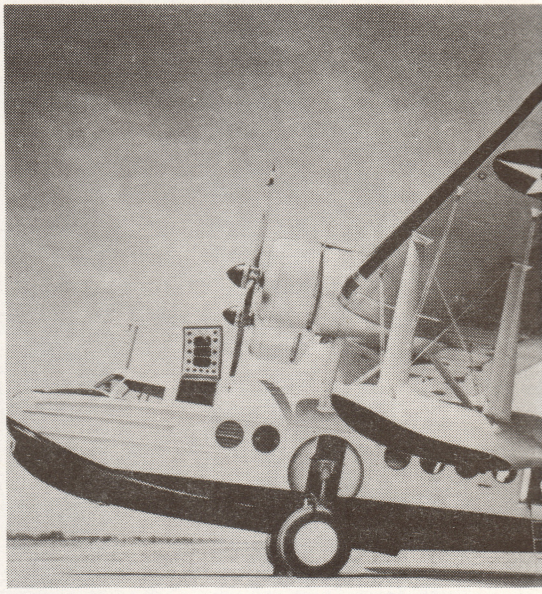

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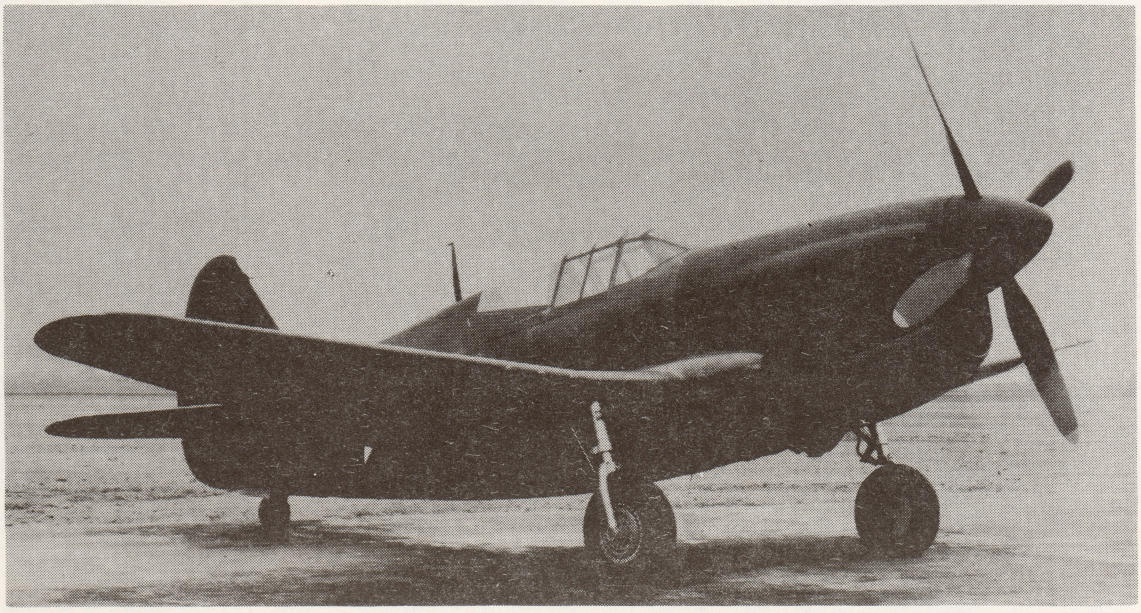

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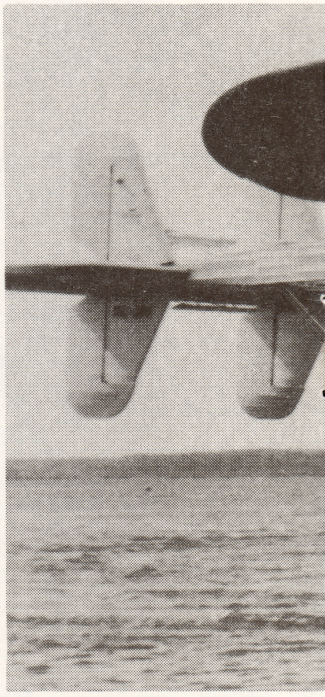

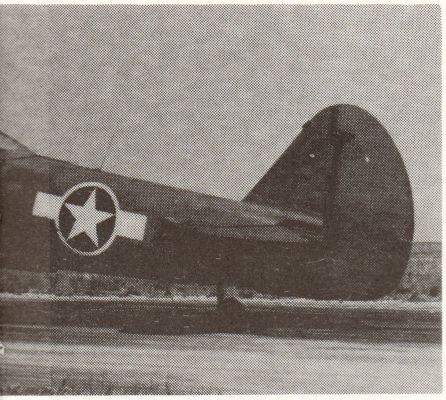

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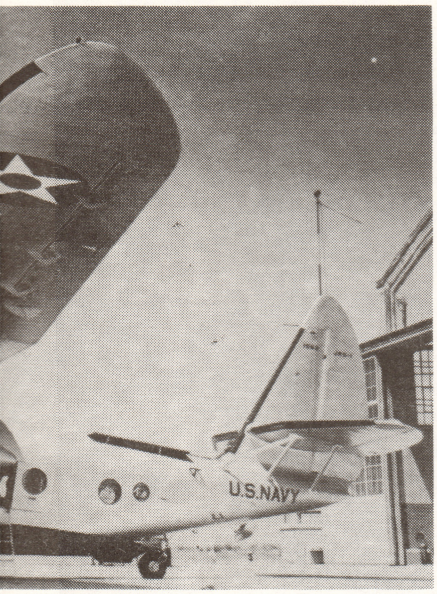

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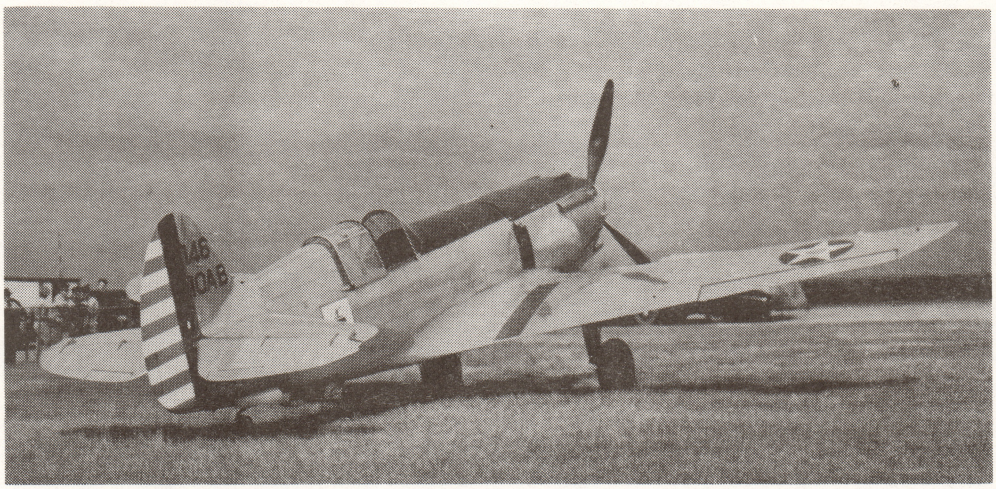
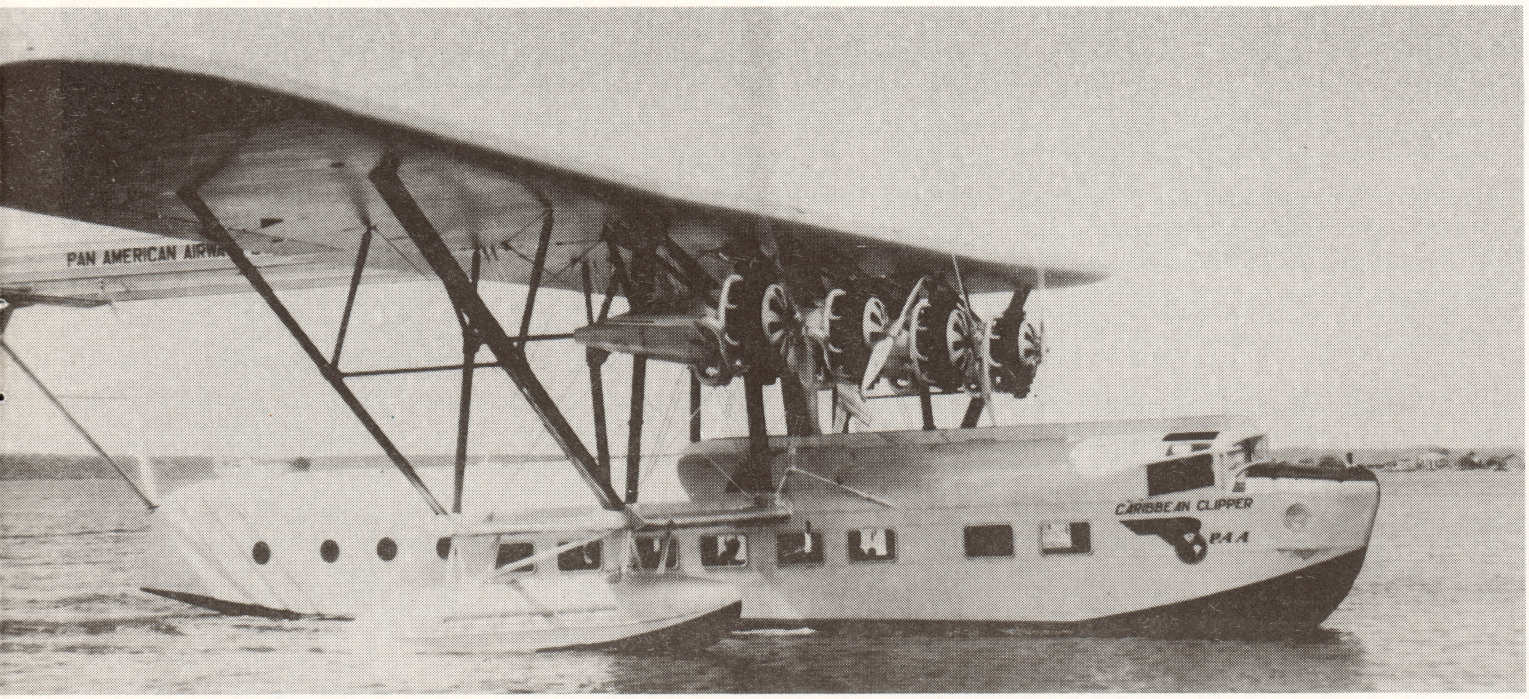




TALE SPINS

by Jack B. Stankrauff

Roughneck Turned Aviator

Wiley Post, called by some the Magellan of the Skies, twice circled the earth (the second time alone) and set numerous other records during the Golden Age of Flying in the 1930's. His invention of the pressure suit and his accomplishments in high altitude flying pointed the way toward stratospheric flight which we take for granted today. Born in 1898 in Grand Saline, Texas, he became infatuated with flying when he saw an airplane at a county fair in 1913. His first plane ride six years later gave birth to a consuming interest in aviation, which ultimately cost his life.

He started work in the Oklahoma oil fields, which were booming with strikes in 1917. Before long he joined barnstormer Burrell Tibbs and his Texas Topnotch Flyers. He made his first parachute jump with the Flyers in 1924 from an altitude of 2,000 feet. In the next two years, Wiley made 99 jumps at $200 per leap. He enjoyed the danger and excitement. Eventually public interest in barnstorming waned, however, and Post returned to his job in the oil fields.

On his first day back, he caught a sliver of metal in his left eye when another worker was pounding an iron bolt. Soon infection set in, and affected the vision in both of his eyes. Faced with the prospect of being totally blind for the rest of his life, he gave his doctors permission to remove the left eye. After the bandages were removed, his right eye began to heal.

He not only lost his peripheral vision on his left side, but his depth perception was impaired — hardly qualifications for flying. Despite this handicap, he rigorously trained himself to calculate the depth of hills, trees, buildings and other obstacles pilots must gauge when flying. He eventually found himself to be better at this than ever before.

His accident left him with $1,800 from workmen's compensation insurance, which he used to purchase a used airplane. He soon earned a living by giving flying lessons, stunt flying, and occasionally flying oil field owners to on-site inspections.

Benevolent Boss

In 1927, he married a Texas rancher's daughter. Shortly thereafter he was offered a steadier flying job with oilman F.C. Hall, who had lost a profitable oil deal because a competitor beat him to the bidding. Hall vowed he'd never again be left out, so Wiley became his corporate pilot. Initially Hall and his family flew in Post's open-cockpit plane, but the oilman wanted a better aircraft. In 1928 Hall sent Post to Burbank, California to pick up a Lockheed Vega with an enclosed cabin. Hall christened his new plane the *Winnie Mae* in honor of his daughter. Hall was an aviator enthusiast, and graciously allowed Post to use the *Winnie Mae* whenever and wherever he wished when Hall did not need it. Eventually, Hall discovered that the *Winnie Mae* and her full-time pilot were more than he could afford, so he sold the aircraft and let Post go.

Post delivered the plane back to Lockheed, and took a job there as test pilot and salesman. During the following year, he learned aircraft engineering and design.

Hall re-hired Post in 1930 to fly his second Vega, also named *Winnie Mae*. This aircraft was not only attractive in appearance, but there was nothing else like it flying. Lockheed boasted, "It takes a Lockheed to beat a Lockheed."

"Plywood Bullet"

The addition of streamlining, wheel pants and a covered cowling added 20 per cent to the Vega's performance. Based on John Northrup's design, the Vega joined Anthony Fokker's internally-braced cantilever wing to Adolph Rohrbach's plywood, lacquered shell monocoque fuselage. The Vega wing eliminated drag-producing wires and struts. Powered by a Pratt & Whitney 420HP engine, the aircraft achieved a top speed of 190 mph, and the nickname, the "Plywood Bullet."

Air Derby

Using knowledge that he gained at Lockheed, Post modified the Vega by raising the trailing edge of the wing to decrease drag, and installed a new supercharger to raise the engine output to 500 HP. He also installed gas tanks in place of the four cabin seats. Post was now ready to fly the *Winnie Mae* in the non-stop Los Angeles-to-Chicago Men's Air Derby during the 1930 National Air Races. He won the race despite a faulty compass which threw him off course. *Winnie Mae* owner Hall was so ecstatic that he let Post keep the $7,500 prize, and gave him carte blanche permission to use the aircraft in any race he desired.

First Global Flight

Wiley Post had dreamed of flying around the world for a long time. He needed a navigator for such an awesome undertaking. He chose Harold Gatty, an Australian who had served as a Master Navigator in the British Mercantile Marine, and who had established a navigation school in Los Angeles.

Both men set to work preparing for their global flight. For six months, Gatty planned the route and arranged for fuel to be stored at landing points along their flight path. Post had Lockheed build a navigator's station in the *Winnie Mae* from which celestial and solar sightings could be made through a fuselage hatch. (Gatty used an instrument of his own invention to measure ground speed and wind drift.) Lockheed installed a comfortable, cushioned seat that Post had designed, and blind-flying instruments in the cockpit.

Post earned the label of "Iron Man" by mentally disciplining himself to stay awake for long stretches of time while sitting. He further forced himself to keep his mind free of any thoughts which would interfere with the tedious hours of flying.

After 30 frustrating days waiting for the weather to clear, Post and Gatty took off from Roosevelt Field, on Long Island, New York on June 21, 1931. (Lindbergh departed from this field four years earlier for his Paris flight.) The two had only $34 between them, and spent one dollar for sandwiches during their stop in Newfoundland – the only expense of the entire trip. The consecutive legs of their flight from Liverpool, England to Hanover to Berlin, and then to Moscow all went well despite poor flying weather.

During one stop in the Soviet Union, the Russians overloaded the *Winnie Mae* with fuel, delaying the flight while the Russians siphoned off the excess. While attempting a takeoff from another Russian field, the aircraft's wheels became mired in mud, slowing them further. In Fairbanks, Alaska, they became stuck in the soft beach sand during a takeoff, bending the propeller. Post straightened it using mechanical prowess learned form his roughneck days in the oil fields.

They finally landed on July 1 at Roosevelt Field after a record flight of 8 days, 15 hours, and 51 minutes, flying a distance of almost 15,500 miles. After a disagreement about the use of the *Winnie Mae*, Post purchased the plane from Hall.

Wiley Post (1898-1935)

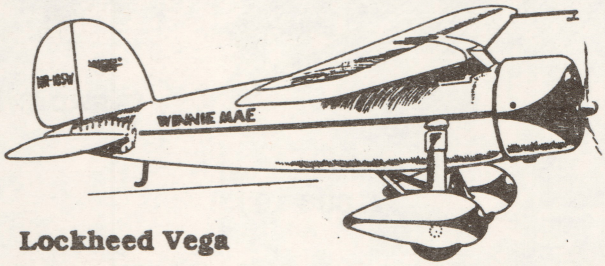
First Global Solo Flight

Post was steadfastly determined to fly around the world alone, which he realized would be a demanding challenge. He embarked on a fund-raising trip to raise the cash he needed.

Post added two as-yet-untried pieces of equipment in his Vega. One was a Sperry autopilot ("Mechanical Mike"), a system of sensors and hydraulic lines which compensated when a plane deviated from a straight and level flight path, and relieved the pilot from the tiring, continuous scrutiny of instruments. The second device was an Army receiver which homed in on commercial radio broadcasts. By tuning in a frequency, Post could fly toward the transmitter. The Army wanted to

know how their receiver would work, so they enthusiastically loaned it to Post.

On July 15, 1933, Post took off from Floyd Bennett Field and flew non-stop to Tempelhof Airport outside of Berlin (a record). Despite a malfunctioning autopilot, he forged ahead. After two stops in Russia, he landed in Flat, Alaska, going into a ditch at the end of the runway. After a quick fix of his bent propeller by a Pacific Alaska Airways mechanic and a pilot, Post took off again. During the final leg of his aerial journey, he fought off sleep by attaching a string to his finger, tied to a wrench he held in his hand. When he fell asleep, and let go of the wrench, the string would jerk his finger and he'd awaken. On July 22, he landed at Floyd Bennett Field, completing the first solo flight around the world – a distance of 15,596 miles, in 7 days, 18 hours and 49-1/2 minutes – beating his 1931 record by over 21 hours! Texan James Mattern tried an around-the-world-solo flight in a Vega during the same year, but crashed in Siberia and destroyed his plane.



Lockheed Vega

In recognition of his achievements, Post toured the country. His plane crashed on takeoff from the Quincy, Illinois airport after someone had put five gallons of water in his gas tanks.

Post's Pressure Suit

Today's stratospheric flights, taken for granted by passengers and pilots alike, are the result of Post's pioneering tests. In 1934 he designed the first practical high-altitude pressure suit. It was made by the Goodrich Company of rubber and cloth in three layers (underwear, an inner black rubber air pressure bladder and an outer cloth contoured suit) complete with a helmet containing an oxygen breathing system, earphone outlets and throat microphone. This suit was the forerunner of those worn 30 years later by the X-15 pilots and astronauts.

High Altitude Flights

Wiley Post was also the first to test the theory that high altitude flight was fundamental to high speed air transportation. On September 5, 1934, he took his *Winnie Mae* to 40,000 feet. (It was not technically possible to pressurize his wooden Vega at that time. The *Winnie Mae* was equipped with an engine supercharger, jettsionable landing gear (for speed) and a metal skid on the fuselage bottom.

On February 22, 1935, Post took off from Burbank for another high altitude flight, and flew to an altitude of over 30,000 feet. When his engine started throwing oil, he made a forced landing on the Mojave Desert. The engine had been sabotaged by a jealous pilot, who put a quart of emery dust in the supercharger air intake. When the dust entered the engine, the pistons were ground down.

Undaunted, he flew again on March 15, 1935 with a rebuilt engine, covering 2,035 miles in 7 hours and 9 minutes at an average speed of 279 mph and an altitude of 55,000 feet. At that height he encountered a powerful tailwind, now known as the jetstream. This flight was also marked by misfortune, as he ran out of oxygen and was forced to turn back.

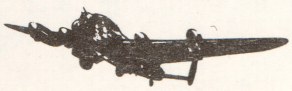
In June 1935 Post sold the *Winnie Mae* for $25,000 to the Smithsonian Institution in Washington, D.C. where it can be seen today. He bought a new plane built with the fuselage of a Lockheed Orion and wings from a Lockheed Explorer.

Final Flight

Humorist Will Rogers, the syndicated columnist and movie star, hired Post to fly him to Alaska to gather material for his column. Post installed pontoons which extended far out over the nose of his Lockheed, making the plane nose-heavy and unstable to control at low speeds. Rogers was impatient to leave, and Post thought he could handle the unbalanced aircraft. On August 15, 1935, they set down on an Alaskan lake near Point Barrow and asked some Eskimos for directions. On takeoff, the engine failed and their plane crashed, killing Post and Rogers.

A fellow aviator saluted him in this way:

"Wiley Post's flight remains the most remarkable flight in history. It can never be duplicated. He did it alone!" The flyer's name was Howard Hughes. ✪



RESTORATION NEWS

Winter Work Planned for L-2B, Pembroke

The Northeast Division's L-2B worked late this year. The aircraft made three local flights with members from Michigan during the National Board visit October 6-7, and flew in the Ocean County Aviation Awareness the following weekend. (See separate article in Division News on page 18.) Altogether the flights added about 6 hours to the flight log.

A "jobs list" has already been compiled for this winter. Heading it is the need to find an inside place to work. Both fuel tanks are to be removed and inspected for leaks. The brakes also need work, and the electrical system must be reworked to accommodate the Mode C unit, which is required as of January 1, 1991. To provide the necessary power, **Otto Mueller's** Wind Jammer (wind generator) will be installed, and the aircraft wired for clearance lights and intercom. NED's in-house A & P Mechanic, **Pete Vajsabel**, will oversee all the work, but helping hands are needed.

The Pembroke will have its spark plugs removed, cleaned and gapped, and preparations made for another engine run-up. This project is under the direction of **Robert Fenner** and **Dennis Golderer**. (From articles by Robert Fenner and John Golderer in the November *Yankee Clipper*.)

F-4 Dedication

On October 14, an F-4 Phantom II was dedicated at Freedom Hill Park in Macomb County. The aircraft is mounted atop a steel and concrete pylon, nineteen feet in the air. The gear is up, and it appears to be in a climbing turn. Twenty-two different veterans groups were present for the ceremony. The YAF is the maintenance consultant for the memorial, which should result in some recognition (and a little work). (From the November 1990 *Wing Tips*.)

Motorcycle Restorer Needs Assistance

Saginaw Valley member **George H. Brown, Jr.** is currently restoring an Indian motorcycle. He wants to configure it as one that might have been used for transportation or security at Willow Run during World War II. Can any reader provide him with information or recollections of such a vehicle having been used at Willow Run during the war? Contact him at 3857 Freeland Road, Saginaw, MI 48604, or call him at (517) 792-3810. ✪

B-17 Co-op Meeting

Fifteen YAF members travelled to Oshkosh, WI, for the fall meeting of the B-17 Co-op November 10-11. This event was hosted by the Experimental Aircraft Association, which owns the B-17 *Aluminum Overcast*. The occasion marked the first time that the EAA has recognized the B-17 Co-op. Ten aircraft were represented. Honors for travelling the greatest distance went to Peter Brown, crew chief/flight engineer of the England-based *Sally B*. The *Sally B* was one of five flyable B-17s used in the filming of the movie *Memphis Belle*, and Brown also served as a technical advisor.

Approximately forty per cent of the B-17s currently flying are ex-"borate bombers," which have had the chemical tanks removed and new paint schemes applied. Their owners are now discovering various stages of corrosion, similar to that found in *Yankee Lady*, and are seeking advice on corrosion detection and restoration from the YAF B-17 restoration crew.

The YAF has obtained equipment for testing engine turbo-superchargers, and has offered to test superchargers for other Co-op members, in exchange for parts or services. **Dean Greene** and the electrical crew are currently testing assemblies for the Thunderbird owned by the Lone Star Museum in Galveston.

There was a proposal to reduce the Co-op meeting frequency to yearly, but a majority of those attending favored keeping the semi-annual schedule. The next meeting is tentatively scheduled for April 1991. All YAF members attend the Co-op meetings entirely at their own expense. (**Nancy Lockwood**, B-17 Crew Secretary, contributed to this article.) ✪

A group of attendees at the B-17 Co-op meeting in the EAA Museum at Oshkosh, WI (N. Lockwood photo.)

BOARD REPORT

Flint Air Show Litigation Settled

The National Board was advised at their regular meeting on October 17, that litigation between the YAF and Flint Air Show promoter Mike Mills has been resolved. The YAF sued Mills for recovery of monies which were earned during the 1985 Flint Air Show, and not paid. The consent decree issued by the court awarded the YAF $20,000, payable in two forms:
(1) a $5,000 cash payment due by February 1, 1991, and

(2) the establishment of a drawdown fuel account at Flint Bishop Airport.

When litigation was initiated, the National Board agreed to share expenses and proceeds, if any, from the lawsuit with the Mid-Michigan Division. In consideration of the payment conditions, MMD will receive the $5,000 cash, and half the cost of fuel actually claimed. MMD received an initial check for $2,270 (which includes $270 interest) on October 15. A second installment of $3,000 has been promised on or before February 1, 1991. MMD will also receive a check for half the amount of fuel "purchased" each time a YAF aircraft fills up.

The fuel account will be used to fuel YAF aircraft until it is depleted. Gas and oil prices will be discounted, and interest will be paid on the outstanding balance in the fuel account. Having to fly to Flint offers the advantage of training pilots in the instrument landing system at Bishop Airport. *Yankee Doodle Dandy* has already fueled under this program.

Flyable Aircraft Actions

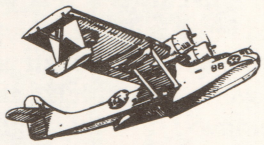
A B-17 ball turret, less plexiglass panels and the ring, post and brackets for mounting it in an aircraft, has been located. It was used during the filming of the movie *Memphis Belle*. The Board approved actions to acquire the turret and miscellaneous parts. A single donation in excess of $6,000 is expected to cover the purchase price.

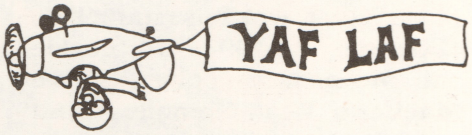
A proposal to convert the C-47 into an AC-47 gunship was referred back to Flight Operations for further study. The Board raised numerous questions, such as FAA approval and any effect on the aircraft's insurance.

The Board also voted to sponsor **Todd Hackbarth** as an offical YAF representative to the 1990 convention of the International Council of Air Shows (ICAS). He would attend seminars on flight safety and other issues, and describe what the YAF can offer to interested ICAS members. Both organizations have a strong interest in future legislation or regulations concerning warbirds' participation in air shows.

In other business, the Board refused to certify the 1990 national election results, because of numerous irregularities. (See separate article on page 17.) **President Whitfield** reported on the Board's visit to the Northeast Division on October 6-7. An unexpected result of this visit was a tour of the C-47 for a County Commissioner. He became very enthusiastic over the YAF's mission, and offered to "see what could be done" to find another home for the NED at Caldwell Airport.

Whitfield also noted with dismay the practice of giving awards which have not been approved by the YAF Awards Committee, in recognition of a member's services. A similar concern was voiced about "Thank You" letters sent in the name of the YAF. All such letters must go through the Corporate Secretary. When either procedure is abused, the Board may not know who received awards/letters or why. ✪





"I like terra firma — the more firma, the less terra."

George S. Kaufman (1889-1961)

Free Oil Change & Lube if we can't beat your Best Deal!

JIM REDICK
YAF #0076

TOP VALUE MUFFLER SHOPS

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(1/2 Mile W. of Telegraph)
Redford, MI 48240
537-4220
Free Inspection - Immediate Installation
Lifetime Guarantee

1990 ELECTION RETURNS

Irregularities Prompt Recount for National Offices

The formal certificate of election for national offices was not accepted by the Board of Governors, "principally because it reported 45 more votes for president than there were ballots received." Further inquiries by Board members revealed other anomalies in the counting procedures, and prompted a call for a recount by an independent committee. Accordingly, a special committee of five, none of whom had prior involvement in this year's election, convened on October 21 to recount the ballots. After two requests for the key to the ballot box lock went unheeded, the lock hasp was sawed off in the presence of two corporate officers and a representative from the Security Office. A detailed report of these actions was subsequently issued by the corporate secretary, and a copy was posted on the meeting room bulletin board.

The following election results will be presented for certification by the Board of Governors at their November 28 meeting. The letter further advised candidates how to initiate a challenge, should anyone care to. Of 1,154 ballots mailed, 576 were returned. Four ballots were declared invalid, resulting in a voting percentage of 49.9%.

The winning candidates are:

President - **Joseph Oberlee**
Vice President - **John Snider**
Directors - **Nancy Lockwood**
(2 years) **Harry Terpstra**
Raymond Hunter
Leroy Bassett
Grant Martin

In addition, **Frank Day** was elected to a one-year term to fill the position vacated by John Snider.

Divisional Results

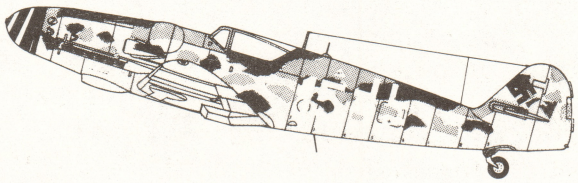
Northeast Division Council:

Chairman - **John D. Golderer**
Vice Chair - **Robert Fenner**
Members - **Dennis J. Golderer**
Kim L. Golderer
Marty Meyerhardt
Hank Gablemann
Fred Trudel

Saginaw Valley Division Council:

Maurice Leyer
Fergus Mann
Marshall McGrath
Mary McLaughlin
Bob McLaughlin
Bill Short
Trueman Thompson
Bill Zissler

The SV Council will elect a Vice Chair at their January meeting. Results of the MMD election were reported in the September/October *Yankee Wings.*



Man Will Never Fly

December 16 marks the annual convention of the Man Will Never Fly Society at Kill Devil Hills, NC. Founded in 1959, the society has about 1,000 members, mainly in aviation and the news media, who regard themselves as a "tongue-in-cheek, bottle-in-hand group devoted to proving that birds fly...men drink."

Their convention is held on the eve of the anniversary of the first manned, controlled, heavier-than-air flight, December 17, 1903, as a spoof of that event. An "...unknown international celebrity" (Astronaut Mike Collins last year) speaks on the "...unlikely notion that the Wright Brothers ever got off the ground." An award is given (naturally) to those who did the most in the previous year "...to discourage the idea that flight is a logical thing."

You may contact the society at P.O. Box 1903, Kill Devil Hills, NC 27948.

DIVISION NEWS

Ocean County Aviation Awareness 1990

The Northeast Division's final air show was the 3rd Annual Ocean County Aviation Awareness 1990, held in Toms River, NJ on October 12-14. Sponsored by the county vocational school and the county freeholders, the event is intended to inform and entertain county school children and residents interested in aviation and related career possibilities.

The NED crew had their booth set up and the turret ready by 9:30 Friday when busloads of children began to arrive. The L-2 was delayed by weather, but arrived at 12:30, and was proudly displayed before the turret and booth.

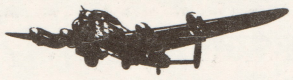
Saturday was rained out, but Sunday dawned mostly cloudy with increasing sunshine throughout the morning. The L-2 was the first to fly after the traditional sky diver opening. **John Golderer** put the "grasshopper" through both high and low speed passes (what's the difference?) with tight maneuvering turns at each end to demonstrate the characteristics that made the aircraft so well-suited to its wartime role.

Meanwhile brother **Dennis** was at the announcer's stand doing the play-by-play commentary, interspersed with a history of liaison aircraft and the Yankee Air Museum. The rest of the show included aerobatics and a car-top landing by performers whom the NED have met or flown with in previous shows.

It was not a super money-maker, but they did sell out of some items, like pencil sharpeners. Could that have had any thing to do with the unsharpened pencils passed out by personnel from McGuire AFB? And how can you quantify the good will and the future effects of introducing and nurturing a new generation on the wonders and opportunities in aviation? By coincidence the December '90/January '91 *Air & Space Smithsonian* has a feature article on how aviation is being introduced into the curriculum of elementary schools, with the help of dedicated volunteers. This could be an excellent opportunity for YAF members to give something back to their communities. (Editor's Note: Based on an article by John Golderer in the November *Yankee Clipper*.) ✪

MMD/SV Holiday Party

The Mid-Michigan and Saginaw Valley Divisions will hold their 3rd annual joint holiday party at Walli's Supper Club on Pierson Road in Flint on Saturday, January 19, 1991. The bar will be open at 6:00 pm, with dinner (all you can eat) at 7:00 pm. The cost is approximately $14.50 per person. The party is open to all YAF members from any division. Make checks payable to the YAF - Saginaw Valley Division. (From the November *Pea Shooter*.) ✪



Did You Know?

The Japanese Navy purchased 20 two-seat versions of the Seversky P-35 in 1938. These became the only American-built aircraft used in combat by Japan during World War II, although DC-3s were built in Japan under license, and saw combat.

(continued from page 9)

I was getting sick of being accused of not looking the jobs over, and one day as I came through the manhole of a tank I had just surveyed, I angrily marked in crayon on the tank top where the tester could see, "Kilroy Was Here!"

After the test gang leader approached him the next day and, with a grin on his face, told him, "I see you looked my job over," Kilroy began chalking his message everywhere he went aboard ships under construction. Normally these would have been covered by several coats of paint before the ships were taken to sea. But during World War II, the ships were needed too badly to waste time on such details.

And so, our troops who saw the "Kilroy Was Here" message reproduced it in all corners of the world.

James J. Kilroy died in 1962 at the age of 60.

The trolley car prize? Well, according to Margaret Kilroy Fitzgerald, eldest of the nine Kilroy kids, a crew started delivering it to the Kilroy home on December 23. A blizzard caught up with them and they parked it overnight in a small town about 15 miles from Halifax. The next day, the Kilroy children and a group of neighbors waited for the trolley. It didn't show. The kids were disappointed.

Christmas morning dawned. There beside the house, was the trolley car.

The kids ran out and clambered all over it.

Then one of them noticed these words scrawled on the ceiling.

"Santa Was Here!"

Honest. ✪

MEMBERSHIP REPORT

by Charlie Lingenfelter

The following new members have joined our ranks since my last report in the September-October issue of the Yankee Wings. Please welcome them and introduce them to one or more of our projects, work groups or activities.

Willow Run Division: #3645 William F. Snodgrass, #3646 Don Drewel, #3647 Leni Sella, #3648 Louis Nagy Jr., #3649 Leonard Salowitz, #3650 George B. Murphy, #3652 Clinton R. Ray, #3653 Thomas W. Lyons, #3656 James D'Amore, #3657 Thomas R. Warner, #3658 Anthony A. Romagna, #3659 William J. Munday, #3661 Lester F. Umlor, #3662 Jerome W. Roulo, #3663 Alexander G. Gulis, #3665 Eugene Rickey, #3666 Henry A. Bornholdt, #3667 Benjamin M. Pappas, #3668 Francis Costella, #3670 Floyd M. Davis, #3671 Kevin Eckerle and #3672 Donald R. Waechter.

Wisconsin/Illinois Division: #3651 Blaine K. Hanek, #3654 James R. Parsons and #3655 Michael D. Swan.

Northeast Division: #3660 Julie M. Papin, #3664 Leon I. Hammer and #3669 Charles F. Bennett.

Are you looking for a belated Christmas gift?
Or an upcoming birthday gift?
Do you have a problem finding a gift for someone who "has everything"?
What better than a gift membership in the Yankee Air Force?

Members Code of Conduct

(as edited and approved on January 21, 1987
Board of Governors Meeting)

To ensure that all members will act in a manner that is in the best interest of the Yankee Air Force Inc., the following Code of Conduct is binding on all members. Members are urged to work with the designated committees and within established policies.

1. No member should purport to be acting on behalf of the Yankee Air Force without the express authority of the Board of Governors.

2. No member should commit or omit any act which would bring disrepute to the organization in any way.

3. No member should enter of interfere with any aircraft museum exhibit or any other proerty without permission from proper authority.

4. No member should pass on information about the administration of the organization which could be to the detriment of the Yankee Air Force organization.

5. All members when working on behalf of the organization must act strictly under the instruction of the responsible person.

6. All members should follow the "Golden Rule" when dealing with others. Members are expected to conduct themselves in a professional manner at all times (see Hangar Operations Policy).

7. All members should be aware of their public image, and that when wearing any part of the YAF uniform they are representing the YAF. When representing the YAF at functions at home or away, members shall be in appropriate uniform. (See Dress Code Policy.)

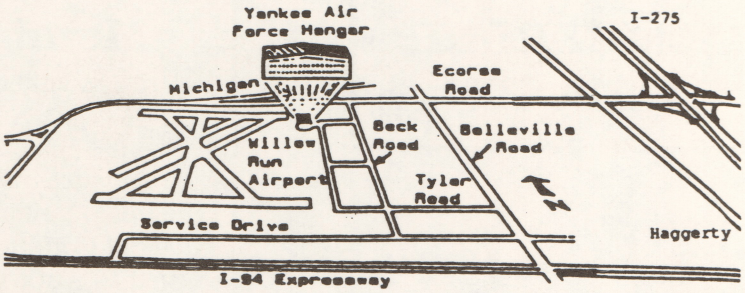
8. No member should attempt to gain access to any airfield or premises without the permission of the owner or administrator of such property.

9. Members shall obey all Federal, State, and local laws, ordinances, and regulations, nor shall commit or omit any act in any jurisdiction which would contravene the laws of that jurisdiction.

10. All members must be cognizant of the fact that the organization cannot assume any responsibility for death, injury, loss or damage to the property of any member while performing work or visiting the museum...✪

YAF HEADQUARTERS - WILLOW RUN AIRPORT

Take I-94 to Belleville Road exit, North to Tyler Road, west to Beck Road, turn right and enter through second gate on your left. Or take I-275 to exit 20 - Ecorse Road. Take Ecorse Road west to Beck, proceed south to first gate on your right.



CALENDAR

I. Standing Monthly Meetings:

1st Wed	Hq. Div. General Membership (WR)
1st Thu	WI/IL Stateline Div. General Membership (WI/IL)
2nd Tue	Saginaw Valley Div. General Membership (SV)
2nd Tue	Membership Staff (WR)
2nd Wed	Mid-Michigan Div. General Membership (MMD)
2nd Wed	B-17 Restoration Crew (WR)
2nd Sat	Security Committee - 10:00 am (WR)
2nd Sat	Static Aircraft Restoration Crews - 2:00 pm (WR)
3rd Tue	Saginaw Valley Div. Council (SV)
3rd Wed	National Board of Governors (WR)
3rd Wed	Northeast Div. General Membership - 7:00 pm (NED)
4th Tue	WI/IL Stateline Div. Council - 7:00 pm (WI/IL)
4th Wed	Northeast Div. Council (NED)
4th Wed	Mid-Michigan Div. Council (MMD)

II. Future Events:

January 19, 1991 - Joint MMD/SV Holiday Party at Walli's Supper Club, Flint. *

III. Notes:

- All meetings listed above are open to all YAF members.
- All meetings begin at 7:30pm, unless otherwise noted.
- An entry marked with an asterisk (*) indicates more information may be found elsewhere in this issue.
- Any additions or corrections to the calendar should be submitted to Jim Hanford, Tel. (313) 562-3283, by the copy deadline shown on page 2.

NORTHEAST DIVISION
P.O. Box 1729
West Caldwell, NJ 07007

MID-MICHIGAN DIVISION
P.O. Box 190018
Burton, MI 48519-0018

SAGINAW VALLEY DIVISION
Saginaw Harry Browne Airport
4821 James Road
Saginaw, MI 48601

WISCONSIN/ILLINOIS STATELINE DIVISION
P.O. Box 1667
Janesville, WI 53547-1667

YANKEE AIR FORCE
P.O.Box 599
Belleville, MI 48111-0599

Bulk Rate
Permit
No. 650
Ypsilanti, MI